

CLASSIFICATION SECRET		25X1
Approved For Release 2003/09/03 : CIA-RDP82-00457R015900360007-4		
COUNTRY	East Germany	
TOPIC	Drewitz Airfield	
EVALUATION	25X1	25X1
DATE OF CONTENT	13 October to 8 November 1952	
DATE OBTAINED		10 December 1952
REFERENCES	25X1	
PAGES	2	ENCLOSURES (NO. & TYPE)
REMARKS		

REFERENCE COPY

DO NOT CIRCULATE

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1. During the period from 13 October to 8 November 1952, the concreting of the southwestern portion of the runway at Drewitz airfield was completed. The concreting of two sections, each 16 meters wide and 15 cm thick, at the north-eastern portion of the runway, was completed. A narrow-gauge field railroad track had been built between the two concrete sections. The concrete surface consisted of rectangular squares, each measuring 1x8 meters. [REDACTED] 25X1
- [REDACTED] a taxiway provided with hardstands was to be built around the runway. Excavation work for this taxiway had been started at the southwestern end of the runway. The completion date set for the runway was 21 December 1952, Stalin's birthday.
2. Two hangars each measuring 100x40 meters were under construction south of the half-way point of the runway. The foundation of one of the halls was completed, while the construction site for the other halls was being staked off. A tent, in which, allegedly, concrete slabs were to be made, was being erected near the construction site. Ten single-story brick buildings arranged in two rows of five each were nearing completion south of the Cottbus-Cuben railroad line. In the construction bureau, it was rumored that a number of workers was to be moved to the Jocksdorf near Forst construction project during the coming winter.
3. On 8 November, it appeared that the runway at Drewitz Airfield would not be completed by 15 December as scheduled. Although all efforts were made to accelerate the construction work there was recently a serious shortage of cement. Concreting of the southwestern portion of the runway, which extends as far as the intersection between the road and the runway, was completed. Two layers of concrete each 15 cm thick, had been laid. In the northeastern portion of the runway, the 15-cm concrete bottom layer was nearly 50 percent completed.
4. The completion date for the planned taxiways was 1 July 1953. [REDACTED] 25X1
- [REDACTED] the ends of the runway were to be connected by a taxiway forming a semi-circle toward the southeast, the radius of which was 900 to 1,000 meters. Another taxiway was to be built northwest of the runway. It was to begin at the southwestern end of the runway and extend in a curve as far as a point about 1/3 of the runway length from its northeastern end; from there it was to turn at a right angle toward the runway as far as a point about 70 meters distance from it. From the latter point it was to extend in a curve to the northeastern end of the runway. At its furthest point, this taxiway was about 1,200 meters distant from the runway.

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SECRET/

25X1



- 2 -

5. Underground work was continued by 2,500 men who worked in three shifts. Due to a deterioration of the food situation, labor productivity had decreased recently. Road construction work from Jaenschwalde was being accelerated. Work on the construction of two and five brick buildings had been started north and south of the railroad line respectively.

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1. [] Comment. The report contains credible details on the progress of construction work at Bzewitz airfield. The erection of two assembly halls is noteworthy.

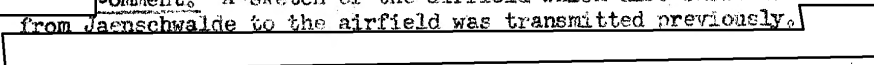
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2. [] Comment. The possible course of the taxiways is reported for the first time. Further information is required to clarify this point.

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3. [] Comment. A sketch of the airfield which also shows the road built from Jaenschwalde to the airfield was transmitted previously.

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